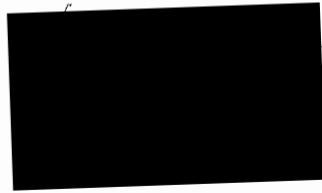


Sue Howard

I was in the back office locking doors, turning off the computers and getting ready to close for the night when IA pilot Ken and ground crew Tim exclaimed how the plane that was trying to land was going to get in trouble. There was a low ceiling and visibility and a heavy mist. When I got to the area near the windows I could see the aircraft heading east over the runway at least a couple of hundred feet above the ground. When it was almost north of the terminal building it turned sharply to the right and Ken made the comment that we should leave the terminal building. The aircraft then turned sharply to the left and did a nose dive. I could hear the engine racing, then abruptly quit. I could not see the actual impact but it disappeared behind buildings on the north side of the runway

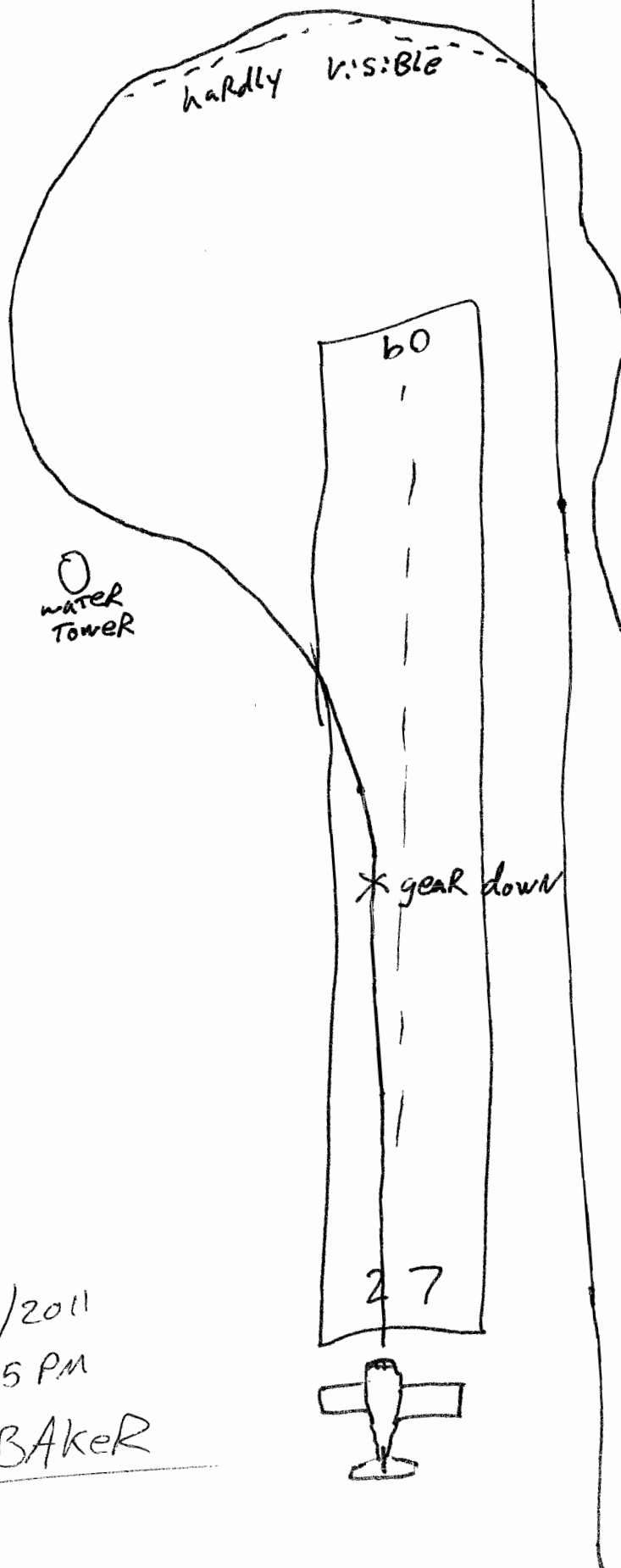


Timothy Baker

On this day, June 24, 2011, at approximately 7:35 pm, I witnessed the crash of a Beechcraft Bonanza with a registration number reading 88MN. This was determined from the post crash wreckage before police arrived. Observing from the terminal, I watched as the Bonanza executed what appeared to be a missed approach over runway 27. This was the general consensus between myself and Ken Slough judging from the sound of the aircraft. Shortly after the aircraft began a missed approach, it reduced power suddenly. At this point I assume that they had sighted the runway and were attempting to continue with the landing. The aircraft descended suddenly and began to lower its gear at approximately 200-300 feet AGL. Apparently realizing the airport could not be made, the aircraft then began a left hand turn at about the height of the water tower and directly behind it from my vantage point. The aircraft then began a tight right hand turn, crossing over the approach end of runway 9 and at this point was barely visible and occasionally obscured completely. The pilot at this point made a radio call for downwind for runway 27. The aircraft appeared again from the west at about ¼ mile or less to the north of the field. As the aircraft continued across our field of view, an obvious reduction in airspeed was noticed as he began to pass directly over the approach for the grass runway 22. At this point the aircraft seemed to begin a very hard turn towards runway 27. The aircraft banked hard to the right and then to the left and began to roll beyond 90 degrees to the left and was obviously at the point of a stall. This is where the aircraft fell below the tree line and disappeared from view. Immediately, I dialed 911 to give directions to rescue crews. myself and my flight instructor, Ken Slough, then collected fire extinguishers and headed towards the wreck. Shortly after arriving, the police arrived with the rescue crews and we left the scene.

This report was written at 8:15pm on 6/24/2011

[REDACTED]



← Apparent decrease in ~~altitude~~ Airspeed

← hard Right TURN

← Stall (100 FT)

* CRASH site

6/24/2011
9:35 PM

Tim BAKER

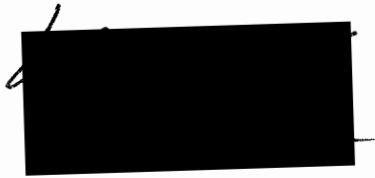
Kenneth
Slough

7:35pm 6/24/2011

Description of Aircraft Accident at KCVX airport.

At approximately 7:35pm, in the North side of the KCVX terminal, an aircraft 88MN, a beechcraft bonanza began an instrument approach for runway 27 at the charlevoix airport. When the aircraft was approximately over the threshold of Runway 27, the aircraft began to increase throttle consistent with a missed approach procedure when they were directly above the runway at approximately 300 feet. The aircraft then began to descend about half way down runway 27 in an attempt to land the aircraft with the remaining usable runway. The aircraft then began to increase throttle again, evidently trying to continue the missed approach. The aircraft, now at the threshold of runway 9 at 200-300 feet, began a hard left 180 degree turn to try, i am assuming, to land on runway 9. The aircraft then made a call over 122.8 stating that he "is making a downwind for 27". The aircraft, now 200 feet above the ground, began to fly down the middle of runway 9 in what appeared to be another attempt at landing. The aircraft continued down runway 9 at approximately 200 feet, until flying over the threshold of runway 27 heading east, at which point it began losing altitude. The aircraft then made a hard right turn directly towards the KCVX terminal building, proceeded immediately by a left turn to a heading of roughly east. The aircraft then appeared to try and increase altitude by pitching nose up, which seemed to throw the aircraft into a stalled state. The aircraft then rolled heavily to the left while in a nose high attitude, and hit the ground shortly after. The aircraft was northeast of the KCVX about 1/2 mile when it crashed. Immediately, Tim Baker made a call to 911 to report that an aircraft had crashed just northeast of the Charlevoix airport and that help was needed immediately. Tim and I (Ken Slough) then ran to get a vehicle and drive to the northeast side of the airport with a fire extinguisher to see if we could render assistance. By the time we had arrived, the police and ambulance were on the scene of the accident. Tim and I then returned to the KCVX terminal. The weather at the time of the aircraft's first attempt at landing on runway 27 after the approach was roughly 200 feet AGL and 1 mile visibility, as indicated by

the onsite AWOS at KCVX. Roughly a few minutes before the event, drizzle had started at the airport, reducing visibility and ceiling in a matter of minutes.



6/24/2011

WT

9

27

Kenneth
Slough

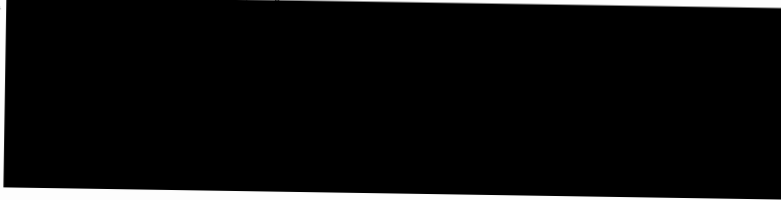
Carpenter Rd.

1004ft
OPT
Slall
SPU



JAMES BENNIS

CON (ADDITION BENNIS)



PLANE CAME FROM WEST OVER BASE BALL
FIELD'S LOW ^{200'} GEAR DOWN NOT MUCH AIRSPEED
BANKED TO RIGHT. LOOKED LIKE WAS TRYING TO
LAND ON GRASS STRIP (FROM NORTH SIDE). TURN AHEAD
~~ON~~ THE REST OF HIS AIRSPEED. PLANE STALLED
WENT NOSE UP AND TAIL SLID BACKWARD (NEVER HEARD
POWER BEING ADD) THEN SLID LEFT NOSE COMING
DOWN AS HE HIT THE GROUND.

(Pilot is commercial pilot, James has spent "a lot of
time flying" but does not have license.

I was coaching First base
at the little league field
adjacent to the airport.
I first saw the plane as
it appeared from the clouds
approximately 200 feet up.
Plane approached in what
appeared to be a normal
approach heading west but
the plane was to the
right of the runway approx
halfway between the ball
field and the strip. The plane
passed flying parallel to
the runway. I returned my
attention to the ballgame
and a few moments later
the plane appeared now on
my left side, plane heading
east flying above carpenter
street. I watched the plane
as it passed the ball field noting
that it was roughly twice
the height of the light poles
in altitude. At this point
the planes airspeed appeared
to be fairly low. The plane
started to bank to the right
back towards the airfield and
my impression was he was
attempting to land. At that
moment the nose came up

and the tail dropped and
Fluttered, the plane
then started banking
left, appeared out of
control and dropped,
appeared to start leveling
out as it continued
left. From my perspective
it dropped out of site
below the tree tops
just before impact. At
impact I saw the fuel
spray like a large splash
into the air.

Rob Birdsa II



Baseball coach.

STATEMENT OF WITNESS

Date _____

1. Place of incident Carpenter St Date 10/24/11 Hour 7:45-8:00

2. Aircraft No. _____ Color white Other description _____

3. What is your name Amber Jensen Age _____

4. Address _____ City _____ State MI

5. Telephone No. _____ Occupation _____

6. Where were you at the time of the incident _____

7. Tell in your own words what you saw and heard before and at the time the incident occurred.

We saw how low the plane was, close to stadium lights, heard some pattering noise & plane tilted to the right, sounded like the plane's engine stopped in air. Then we saw it crash then hear boom. Came down to site & no smoke just smell of gas ran up to house to see if anyone was home & no one answered.

(Signature)

(If more space is required, continue on reverse)